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UPPER MISSISSIPPI RIVER - ILLINOIS
WATERWAY SYSTEM NAVIGATION STUDY
U.S. ARMY CORPS OF ENGINEERS
PUBLIC MEETING

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8 LOCATION: Quincy University
1800 College Avenue Room A123
9 Quincy, Illinois

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16 TRANSCRIPT OF PUBLIC MEETING
TUESDAY, JULY 27, 1999

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1 TUESDAY, JULY 27, 1999

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3 Mr. Bill Wiedman presiding, the following

4 proceedings occurred:

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6 MR. WIEDMAN: We can go on.

7 All right. We will take six or eight

8 representative questions and then I'll step in and

9 we'll start the regular question and answer.

10 When we start the regular one,

11 because we're recording it, if you'd come up to

12 either one of the mikes it would be helpful. We

13 want to make sure that you can hear.

14 THE CORPS REPRESENTATIVE: One

15 question I've got that's a general question: "How

16 will the final determination be made on what plan

17 is selected?"

18 What you're doing tonight is part of

19 that process. We have a governor's liaison

20 committee with a representative from each of the

21 five states. We have coordinating committees with

22 economics, engineering, environmental that all

23 provides input.

24 And I've talked before about the NED

25 plan. That's one that the Corps looks at very

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1 carefully as far as the maximum net benefits to
2 the nation. But we're also planning to have a
3 recommended plan that is going to take into
4 consideration other factors. You know.

5 Input tonight, again, is important in
6 that regard. It will be done over the next
7 several months. So, you know, keeping track of
8 what's going on, letting your representatives know
9 how you feel about this. We'll try to, you know,
10 consider that as best we can, but there's a lot of
11 factors that go into it; balancing environment and
12 the commerce.

13 And so eventually next summer the
14 feasibility study and the EIS will be published
15 and there will be a chance for everyone to comment
16 on that. And depending on those -- what comes of
17 that, we send a report to Congress, and Congress
18 ultimately is the one that decides what gets
19 authorized and what gets built.

20 So it's sort of a long process, but
21 it's one that comes up with the plans that we
22 proceed with.

23 I've got each of the areas with a
24 couple of questions I've asked them to address.
25 I'll call on Rich Manguno first from economics to

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1 address a couple of questions that you've asked us
2 tonight. So, Rich?

3 MR. MANGUNO: The question is: "Will
4 increasing lock sizes lead to larger tows? That
5 is, a twenty-four barge tow double trip through a
6 twelve hundred foot lock."

7 In our economic evaluations we have
8 assumed that there is no change in tow size as a
9 result of improvements to the lock.

10 In our discussions with various
11 industry people and other studies that we've done,
12 we've received no indication that there would be
13 any change in the tow size. So as a result, the
14 analysis is based on same tow size, both currently
15 as well as with improvements in place.

16 Next question is -- it's really a
17 statement, I guess. "The study should emphasize
18 benefits to the region, not just benefits to the
19 nation."

20 In the presentation earlier we saw
21 some slides that showed employment impacts as a
22 result of implementing various measures. Those
23 employment impacts are not included in the benefit
24 cost ratio; in this thing that you've heard a
25 reference to a couple of times tonight, the NED

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1 plan, the National Economic Development Plan.

2 It's not included in that.

3 However, those employment impacts as
4 well as some other regional impacts, impacts to
5 income and output, will be developed for each of
6 the alternatives. And those impacts will play a
7 role ultimately in deciding what the
8 recommendation would be.

9 THE CORPS REPRESENTATIVE: Thanks,
10 Rich.

11 Scott Estugar, if you could share
12 with us a couple of questions on the
13 environmental?

14 MR. ESTUGAR: The first one I have
15 says, "Studies should address sediment loads from
16 tributaries."

17 The scope of the study was to assess
18 the need for navigation improvements and not
19 really look at the echo system as a whole and the
20 amount of sediment coming from tributaries and the
21 sediment in the system.

22 In the cumulative effect study we did
23 have the multi disciplinary team look at the major
24 sources of sediment loads from tributaries and
25 project how that has been happening for the

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1 past -- for the past up until now and then project
2 will where it will go into the future.

3 The next one is, "How are costs for
4 habitat determined?"

5 The habitat replacement cost that you
6 saw on the slides before were determined -- we put
7 together a multi disciplinary team with
8 biologists, engineers, et cetera, from the Corps
9 and from Fish & Wildlife Service and various state
10 resource agencies and used a thing called Habitat
11 Evaluation Procedures, which is a model that was
12 put together in the 80's to give a way to put in
13 numeric value the habitat unit on an area of
14 habitat; like a bottom land forest or a side
15 channel. We used those and the multi disciplinary
16 team to look at the footprinting packs of each
17 lock and dam site; and took that number, the
18 number of habitat units that were going to be
19 impacted, and estimated what it would take to
20 replace those habitat units if we were to do
21 mitigation. And we took known costs from habitat
22 restoration projects, and say tree planting costs,
23 or earth moving costs, and stuff like that to
24 figure out those dollar values.

25 THE CORPS REPRESENTATIVE: Thanks,

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1 Scott.

2 Bobby Hughey from the St. Louis
3 District with engineering questions.

4 MR. HUGHEY: First question is, "How
5 will project affect flooding?"

6 It will not. The existing locks and
7 dams, even though there is a dam there and you
8 normally think of a dam as something that backs
9 water up, it does back it up during low flow so
10 that we maintain a nine foot channel, but any time
11 we get into a flood stage all the gates are open.
12 And there's only generally a maximum of about a
13 six inch differential from above the dam to below
14 the dam.

15 What we're talking you about now is
16 either an extension of an existing lock, which has
17 nothing to do whatsoever with the dam gates, how
18 they're operated, the flow area or anything like
19 that. So the proposed, whether it be a guidewall
20 extension or lock extension, will have no effect
21 on the flooding at all.

22 Second question: "How come you don't
23 factor in the cost of repair to the existing lock,
24 which are at the end of their life expectancy, in
25 the savings on building the new twelve hundred

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1 foot locks?"

2 We have incorporated that cost. What
3 we've done, the Corps has taken an approach in the
4 last five years of trying to identify what we call
5 major rehab cost to keep the existing facilities
6 at a satisfactory performance level. And what we
7 did when we looked at these locks, the existing
8 lock in -- in the case where we're proposing to
9 extend it, we looked at exactly what it would take
10 to do a major rehab of the existing structure.
11 And basically major rehab involves the miter
12 gates, the miter gate machinery, the tainter valves
13 that fill and empty the chamber, and some concrete
14 work.

15 And in our case here what we did is
16 when we extended it we included the cost to
17 provide basically new facilities in the form of
18 gates, gate machinery, electrical, tainter valves
19 and the necessary concrete work around all of the
20 recesses and so forth. So we incorporated into
21 our cost of -- of the lock extension the cost to
22 upgrade the existing facility.

23 There's always -- even beyond that
24 there's still a major rehab cost even on the new
25 facilities some thirty-five to forty years out.

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1 They're always going to have some deterioration.

2 And so we've looked throughout the Corps, all of

3 our projects, at those major rehab costs. So that

4 cost has been reflected in the cost of extending

5 the lock.

6 THE CORPS REPRESENTATIVE: Thank you,

7 Bobby.

8 Dave Tipple I think has a question

9 on -- basically a formulation question.

10 MR. TIPPLE: Okay. This one says,

11 "Are cost impacts on recreational use considered;

12 i.e., increasing lock length will destroy a park

13 and affect tourism."

14 I'm going to kind of focus this three

15 ways. One separate individual interim study we

16 did as part of the overall system study was we

17 took a look at are there going to be conflicts

18 between recreational lockages and commercial

19 lockages. And we looked at especially at those

20 lock locations where there's more recreational

21 lockages. And we see over time, yes, we

22 anticipate increased rec use, but we feel that the

23 way the lockage process has worked for

24 recreational craft that we can accommodate that

25 without impacting that.

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1 The recreational use is an aspect
2 where we'll get some assessment and discussion in
3 our documentation in the environmental impact
4 statement. And then in turn, depending on what
5 the recommendation is, when we go to do our
6 detailed assessment design for a sight specific
7 work down the line, subsequent to the system
8 feasibility study, we recognize that there will be
9 some details we need to work out in specific
10 sites, and those will be addressed at that point
11 in time.

12 THE CORPS REPRESENTATIVE: Let me
13 just cover one other question that was asked here.
14 Is "How much does the Corps spend for operation
15 maintenance of the Upper Mississippi River
16 dredging levees, environmental, salaries, et
17 cetera."

18 A hundred and fifteen million dollars
19 is what the federal government puts into operation
20 in maintenance of the lock and dam system
21 annually. And combine that with the questions up
22 here on the board as far as the trust fund, why
23 isn't that used to maintain the river system,
24 Congress has decided the trust fund gets used for
25 improvements. It's an agreement they have with

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1 the navigation industry through the users board.

2 It would pay for half of the cost of the

3 improvements that we would make as part of the

4 navigation study.

5 It's also used to pay for half of the

6 major rehabs cost that Bobby Hughey was just

7 talking about. So major rehab is fifty percent

8 funded by trust fund dollars.

9 But O&M does not come out of those

10 trust fund dollars.

11 So Bill, I'll turn it back to you.

12 MR. WIEDMAN: Okay. Now moving

13 into -- you may have not gotten a question

14 answered. It's an opportunity now for you to

15 request that information or an answer. There is

16 no sign-up, so I'll just kind of recognize you.

17 If someone has a question you want to come up to

18 either one of the mikes and then hopefully the

19 right expertise area will field it.

20 I want to check and make sure that's

21 on. There's a little switch on it.

22 Thanks.

23 AUDIENCE SPEAKER: Was projects

24 around Lock & Dam 19 looked at? It's not in one

25 of the alternatives. It's already a twelve

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1 hundred foot lock, but I think that some of the
2 mooring facilities that are looked at on other
3 lock and dams would benefit Lock 19 also because
4 we're experiencing tie-offs on shore lines waiting
5 for downbound traffic, northbound traffic, or
6 using trees and everything that affects quite a
7 few things. So I think maybe mooring facilities
8 could be looked at on 19 also.

9 THE CORPS REPRESENTATIVE: Some of
10 the things like mooring facilities is really
11 ongoing O&M; that if it makes sense to do it we
12 can do it even without the navigation study.

13 AUDIENCE SPEAKER: Who do we contact
14 then to see if it's feasible for that area?

15 THE CORPS REPRESENTATIVE: You just
16 did. We've got it. That's one of the purposes of
17 being here tonight, so yeah.

18 MR. WIEDMAN: Other questions?

19 THE CORPS REPRESENTATIVE: What's
20 your name and where are you from?

21 AUDIENCE SPEAKER: Hunt Drainage
22 District. The area is 355 and 357.

23 THE CORPS REPRESENTATIVE: Thank you.

24 MR. WIEDMAN: And again, if you have
25 a question it's helpful from the court recorder's

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1 standpoint if you can come to one of the mikes.

2 MR. HAERR: I'm Norman Haerr from
3 Fabius River Drainage District. And my question
4 is: A question and a comment came out of our
5 group. We see that there is no cost put on the no
6 action. We feel that there is -- if there is a no
7 action plan taken, that it is a passive cost to
8 the whole nation when we are -- our system is
9 getting older, we're losing commerce to foreign
10 countries, such as South America. They will not
11 be replacing our barges and our tugs. And I think
12 we feel that this is a cost to the whole country.

13 MR. WIEDMAN: Let me have Gary answer
14 the question, and then the other's really more of
15 a comment.

16 But, Gary, on the no action?

17 MR. LOSS: The consequences of not
18 making any improvements to the system really are
19 captured as the benefits to the various
20 alternatives that were presented here tonight. So
21 it's sort of looking at it on the flipside. That
22 negative really is the positive associated with
23 the various alternatives that were presented.

24 MR. WIEDMAN: Someone else a
25 question?

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1 MS. SWANSON-DYNES: Tammy

2 Swanson-Dynes from Kewanee, Illinois. And I had a
3 question about: If we're talking about changing
4 the locks and not doing it on the upper part of
5 the dam, like 18, 17, 16, 15, 14, and we change
6 and make twelve hundred foot lock throughs on the
7 bottom part and there's a log jam like at 25,
8 haven't we -- when they lock through faster,
9 haven't we moved the log jam just up the river?
10 And then eventually we'll be back here again
11 talking about 14, 15, 16, 17, 18.

12 MR. WIEDMAN: Gary? Rich?

13 THE CORPS REPRESENTATIVE: That's an
14 excellent question and -- and one that we've spent
15 quite a bit of time looking at specifically.

16 Those effects are reflected in the
17 magnitude of the benefits that you get from each
18 of these alternatives that you saw presented
19 tonight. Some of the measures -- or some of the
20 alternatives included measures that only had
21 improvements to the lower portion of the system.
22 You make those improvements, you do get some
23 benefit overall for the system, but you very much
24 would expect the very phenomenon that you just
25 described. We shift that congestion point further

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1 upstream.

2 That's why as we step through these
3 measures trying to identify what combination of
4 things makes the most sense in terms of efficiency
5 for the waterway, we combine different measures
6 that added capacity at different places across the
7 system to see what we would expect in terms of
8 traffic and the delays associated with that
9 traffic at various points in the system.

10 Now we compare those effects to the
11 cost of actually implementing the measure at each
12 one of those locations. And then so we've got
13 hopefully a complete picture in terms of the
14 transportation economics where we can see what the
15 benefits to improving the system are at various
16 points to various degrees up and down the system
17 and then the cost of making those improvements.
18 And that's all rolled up in those annual net
19 benefit numbers that we saw earlier tonight for
20 each of the alternatives.

21 MR. WIEDMAN: Okay.

22 MS. SWANSON-DYNES: Can I follow up?
23 Is it -- one pilot in our group said there was no
24 place to moor-up or tie-up that far up the river.
25 Is that -- is that true, too, if we don't do

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1 anything on the upper locks, Is that difficult, if
2 there would be a log jam or a traffic jam,
3 congestion?

4 THE CORPS REPRESENTATIVE: There's a
5 specific location that you have in mind, I guess.

6 THE CORPS REPRESENTATIVE: There's --
7 in connection with a mooring facility, there's two
8 issues here: One is strictly an environmental
9 issue, and it's being approached by what we call
10 the Avoid & Minimize Program under the O&M
11 Program, and that's to provide facilities for
12 mooring to get them off the shorelines, the levees
13 and so on and so forth. And that's an ongoing
14 program right now that we're trying to find under
15 our O&M Program.

16 The other one is a mooring facility
17 to improve the efficiency of locking operations.
18 And basically what that comes down to is providing
19 a mooring facility closer to the lock so that the
20 tow, the next tow in line isn't waiting two miles
21 or three miles downstream and can't start to move
22 until the oncoming tow gets through the lock.

23 So when we're looking at this study
24 we're looking at mooring facilities from an
25 efficiency standpoint. And we are -- 18 is one of

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1 them, 22, 20 -- I forgot. We've got about six or
2 eight of them that -- that we know we can improve
3 the efficiency of the lock operation by putting a
4 mooring facility closer to that lock so the tow is
5 not waiting two or three miles away to get into
6 it.

7 So those are the two programs. One
8 addresses environmental impacts to shorelines and
9 so forth; the other has to do with the efficiency
10 of locking.

11 AUDIENCE SPEAKER: When you --
12 (Inaudible).

13 MR. WIEDMAN: We need to hear the
14 question, please. Only because we're making sure
15 we're recording it and it's hard for him to hear
16 the unamplified version, unless you really speak
17 up. Thank you.

18 AUDIENCE SPEAKER: There.

19 MR. WIEDMAN: All right. I heard
20 that.

21 AUDIENCE SPEAKER: When you're making
22 these surveys, would you kindly talk to the
23 captains and the pilots? Because at Lock 22 they
24 put in a set of mooring cells that we can't use.
25 Half the time it's full of sand. You can't back

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1 over there at all without running aground, tearing
2 your tow up. The other part of the time the
3 current velocity is so high that if you try coming
4 off of them it's a real adventure trying to get
5 into that lock.

6 And so we end up laying up by the
7 railroad track. We back slow. We're eroding the
8 railroad track. Now the government says we can't
9 do that anymore and there's no place left.

10 THE CORPS REPRESENTATIVE: Okay. In
11 answer to your question, I know in the Avoid &
12 Minimize Tommy Seals is a key player.

13 AUDIENCE SPEAKER: I know Tommy.

14 THE CORPS REPRESENTATIVE: You know
15 Tommy, I'm sure. And we are in fact doing some
16 micro, what key call micro bottles around the
17 locks. And we're bringing in tow captains, Fish &
18 Wildlife, the environmental side, Tommy Seals and
19 other people from REACT and so forth to actually
20 sit there and experiment.

21 And your point's well taken. If we
22 can't provide a mooring facility where you moor
23 now we're probably in trouble. You probably
24 picked the best spot; we've just got to get you
25 off the banks, and off the trees, and so on and so

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1 forth.

2 AUDIENCE SPEAKER: Would be great.

3 THE CORPS REPRESENTATIVE: And so we
4 are taking that approach very definitely. The tow
5 captains and the -- both sides. Like I say, Fish
6 & Wildlife, the environmental people, as well as
7 the tow captains, and people like Tommy Seals are
8 involved.

9 AUDIENCE SPEAKER: Okay. I have
10 another question. This is an engineering
11 question.

12 You can't extend the present six
13 hundred foot chambers. You're going to have to
14 build a whole new twelve hundred foot chamber.

15 Are you going to put those on the
16 other end of the dam so there will be a clear way
17 so that we can keep -- keep -- stay in operation
18 while you're building a new twelve hundred foot
19 chamber on the other side of the river and then
20 dig a channel to it, or how are you going to do
21 that? Because you can't build a twelve hundred
22 foot chamber right next to where we're working now
23 without closing the river.

24 THE CORPS REPRESENTATIVE: Well, we
25 believe we can.

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1 AUDIENCE SPEAKER: You think you can?

2 THE CORPS REPRESENTATIVE: We believe
3 we can with the new technology. We're actually
4 looking at extending this twelve hundred foot lock
5 with 3 ninety day winter closures. And that's
6 done with modular construction, float-in
7 construction, and all winter construction. Very
8 little lockage delays on the Upper Miss during the
9 other nine months of the years. And those are
10 limited to short periods of time when we're doing
11 a particular activity or perhaps looking at it
12 from the standpoint of slowing down traffic for
13 eight hours a day for a period of time.

14 But we're actually -- actually
15 looking at like the float-in -- the whole gate bay
16 section will be floated in or it will be
17 constructed from lift in modules. The extended
18 guide- walls are nothing but cells, and then we
19 set beams on top of -- precast beams on top of
20 them. So we're looking at being able to do that.

21 Now the Illinois is a different story
22 because it's a twelve month season, and that one
23 is going to be a little tougher to address.

24 AUDIENCE SPEAKER: Are you going to
25 use the -- part of the existing six hundred foot

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1 locks?

2 THE CORPS REPRESENTATIVE: Right now
3 those alternatives are all based on extending the
4 existing twelve hundred foot lock and adding --
5 and adding another six hundred foot guidewall
6 downstream. That's what we're looking at.

7 AUDIENCE SPEAKER: Has anybody looked
8 at the Ohio River twelve hundred foot locks?

9 THE CORPS REPRESENTATIVE: Oh, yes.

10 AUDIENCE SPEAKER: I mean, the
11 approach is so much faster, so much safer. I
12 mean, that's -- that's my standpoint, is safety.

13 THE CORPS REPRESENTATIVE: I know.

14 MR. WIEDMAN: Okay. I have to step
15 in here now. We're moving -- maybe it's time to
16 move into statements, but I want to make sure you
17 get your technical questions and -- and specifics
18 about the alternatives tonight.

19 Anyone else have a question they need
20 to get answered? Otherwise we'll move more into
21 the statement portion.

22 MR. KLINGNER: I'm Mike Klingner.
23 And one of the questions in our group that came
24 up, which I thought was interesting, was are we
25 paying twice for the environmental damages.

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1 When the lock and dam was improved at
2 St. Louis the EMP was created to mitigate for
3 those damages, and Congress is considering now
4 reauthorizing the EMP.

5 Can the Corps of Engineers use that
6 reauthorized EMP money to pay for the mitigation
7 damages versus having it budgeted against part --
8 part of these individual projects?

9 MR. WIEDMAN: Okay.

10 THE CORPS REPRESENTATIVE: I'll take
11 a stab at this again.

12 Congress is there to make tough
13 decisions. As I understand the EMP program when
14 it was authorized in 1986, it was authorized
15 separate and was not considered mitigation for
16 the -- working the river. Congress authorized it
17 as a separate act. And we've had money for the
18 last, what, ten years for that, and now they're
19 considering reauthorization of that.

20 What we're looking at for the
21 navigation study is looking at what do we need to
22 do because of the improvements that we make, what
23 mitigation, avoid and minimize measures would we
24 need to accomplish to offset the increased traffic
25 that we have due to the additional traffic there.

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1 And it would be its own program.

2 You know, if our representatives in
3 Congress decide that, you know, one program is
4 enough for that, I guess that's their choice. But
5 our NEPA document, our EIS basically is going to
6 look at the costs related to the environmental
7 effects that we have with the navigation
8 improvements.

9 Scott or Rich, you want to add
10 anything to that? Anyone else?

11 So I'll -- again, it's up to Congress
12 how they want to do that.

13 Our report, though, will recommend
14 separate measures for whatever is needed to
15 mitigate that, those -- the traffic, those
16 impacts.

17 MR. WIEDMAN: I think there was
18 another gentleman coming out for a minute to ask a
19 question?

20 Did I miss something? Anybody else?

21 Okay. Let me get an idea of how many
22 of you want to make a more formal statement
23 tonight in the form of your opinion or something
24 that you want to get on the record? If I could
25 see kind of a show of hands that will help me

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1 decide about time.

2 Okay. Then we'll move into that.

3 Again, I ask you to move here. Looks like give
4 everybody five minutes. And if you can move down
5 to the mikes that would be helpful. And just come
6 ahead as they're open.

7 Somebody may want to line up at the
8 other one so that way we can facilitate. I know
9 many of you spent a workday already, I'm sure
10 you're ready to go home, but we want to make sure
11 we get your concerns covered.

12 AUDIENCE SPEAKER: I guess first of
13 all a follow-up. In the O&M budgeting when they
14 put in a mooring facility, does that budget also
15 include repair of the area that had been damaged
16 prior to the mooring facility?

17 I think that, you know, once you get
18 into a situation where you need it there has to be
19 repair.

20 And my comment would be just that the
21 Corps make the most beneficial use of the tax
22 dollars they get. If we're looking at long term
23 projects that are not going to be completed until
24 2015, I'm all for that, but we need to use the
25 same long term approach towards other aspects of

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1 say dredge maintenance. Beneficial use would be
2 to not place it back into the river. I think
3 we're headed in the right direction with that.

4 One comment was made in our group
5 that a lot of times that's based on which Colonel
6 is at what station in his Corps office, which
7 district he comes from. And maybe there ought to
8 be an overlying standard for that material to be
9 placed outside of the riverway.

10 So I think that would be a beneficial
11 use and I think we're headed in that direction.

12 MR. WIEDMAN: Okay. Thanks.

13 One of the things I didn't mention:
14 If you'll notice on the back of your cards, some
15 of you have come with prepared statements. Be
16 sure and leave copies of them, I think I saw you
17 do that already, but we want to make sure we have
18 that information.

19 And on the back of the cards if you
20 want to put something together later, make sure it
21 gets into the Corps because, again, they're trying
22 to get the widest range of opinions, and the more
23 information that you want to furnish them the more
24 effective their analysis is.

25 Okay? Thanks.

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1 MR. DOLBEARE: My name is Greg

2 Dolbeare. I'm from Auburn, Illinois.

3 I manage two grain elevators in

4 Sangamon County, Illinois. We ship on the inland

5 waterways. I'm also a director of the Illinois

6 Grain & Feed Association. I'm speaking on their

7 behalf as well tonight. That is roughly four

8 hundred elevators in Illinois, practically all of

9 us; and we employ about ten thousand employees, as

10 well as all the farmers that bring their grain to

11 us.

12 The Grain & Feed Association has

13 looked over the alternatives and they support H,

14 which is the most aggressive one at the bottom of

15 the page. They're on record as supporting that --

16 those twelve hundred foot lock options and the

17 guide-walls.

18 There are several points why we

19 choose to support that: One, the Board of Trade

20 will shift the delivery point for its corn and

21 soybean contracts to the Illinois River beginning

22 in January of next year. The success of this

23 shift is dependent on this Illinois waterway being

24 able to handle the current and projected traffic.

25 Therefore, we need -- feel the need for the

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1 efficient locks is critical at this point.

2 Recent studies show that demand for
3 barges remains constant even when there is major
4 changes in the rates, you know, they fluctuate as
5 the demand goes up or down, but yet there's always
6 a low elasticity factor there, and that's a major
7 benefit in this form of transportation.

8 It has been recognized by many people
9 that it's an environmentally friendly, economical
10 and safe method to move big quantities of
11 commodities.

12 The Corps has reported an average
13 daily delay -- or average delay, excuse me, of six
14 hours per tow in their study through Lock 25;
15 however, this does not -- this average delay has
16 little significance when tows are waiting six days
17 during peak export times. The Upper Miss handles
18 sixty-six percent of grain exports. We cannot
19 afford to lose this export market due to the fact
20 of these delays.

21 The fuel tax is paid by commercial
22 navigation to be used for improvements on the
23 nation's waterway system. Forty percent of this
24 money in the trust fund has come from the Upper
25 Mississippi region, while only fifteen percent has

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1 been used for improvements to the same region.

2 The money in the trust fund needs to be used to
3 benefit our nation's economy. And historically
4 for every dollar we've spent on our inland
5 waterways we've gotten six back in return.

6 Five billion dollars worth of
7 Illinois agricultural products, mostly corn and
8 soybeans, use the river to get to the market.
9 Illinois consumers rely on this river to move
10 another eight billion dollars worth of products.

11 Navigation, flood protection,
12 environmental restoration, water supply and other
13 civil work programs serve the country in countless
14 ways, providing benefits far beyond the actual
15 cost to the taxpayer. These programs deserve
16 funding that meets the nation's growing water
17 resources needs.

18 I know back in the 70's we watched
19 them build 26, and there was a lot of argument
20 back and forth, give and take. We got that all
21 worked out. And now when you go to Alton and you
22 don't see those barges lined up, Alton is really a
23 shining star that everybody's proud of. And I
24 think these others will be just like it some of
25 these days once we get them built.

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1 Thank you.

2 MR. WIEDMAN: Thank you, Greg.

3 One thing I might mention. In the
4 part of your packet there was a comment sheet
5 about how the workshop went. I noticed some
6 people have chosen to leave now, but if you do
7 leave, whenever you leave please fill out that
8 yellow sheet and leave it on the table outside so
9 we'll know how this process went for you, giving
10 you the maximum opportunity.

11 Other statements?

12 MR. KLINGNER: Mike Klingner speaking
13 for the Upper Mississippi-Illinois-Missouri Rivers
14 Association and also Great River Economic
15 Development Foundation.

16 UMIMRA represents cities, businesses
17 and levee districts in Illinois, Missouri and
18 Iowa, along the Upper Mississippi from Cairo,
19 Illinois north to Rock Island, the Illinois River
20 Drainage Districts and Missouri River Districts
21 throughout the State of Missouri. Current
22 membership is over two hundred members.
23 And the Great River Economic Development
24 Foundation, we have over a hundred and sixty
25 members in industry and businesses in the

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1 tri-state area.

2 The study's main objective should be
3 researching the requirements to have a navigation
4 system that allows the United States to compete in
5 leading the world global markets. Agricultural
6 commodities represent the majority of the products
7 that are shipped in the United States. Other than
8 entertainment, agricultural products are the only
9 positive trade balance item the United States can
10 claim.

11 In order to improve its balance of
12 payments and to maintain a viable food production
13 and processing industry, the United States must
14 upgrade its navigation and infrastructure to be
15 economically efficient.

16 The study should recognize that barge
17 transportation provides competition for rail and
18 road shipment rates. A comparison of river rail
19 and road rates for shipping the same products from
20 1992 to 1996 will show a marked increase in
21 railroad prices during peak flood events. Having
22 a third major option for shipping keeps
23 transportation prices competitive.

24 The study should recognize multiple
25 facets of environment in assessing the impact of

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1 river transportation on the environment. Air,
2 water, and soil quality and viewsapes, including
3 esthetics such as scenery and noise levels, should
4 be considered as separate environmental components
5 in the study. Each transportation option should
6 be modeled using the same type of quantities of
7 product in time of shipments. Additional impacts
8 on physical infrastructure should also be
9 quantified.

10 For example, market forecasts call
11 for increased demand and increased production. If
12 the product is hauled by road, increased truck
13 traffic will increase road damage more quickly.
14 Additional revenue will be needed for the
15 expansion, including land acquisition, mitigation
16 and habitat planning and construction, and
17 intensive maintenance for state and federal roads.
18 We would like to recommend the Corps of Engineers
19 move forward as quickly as possible with twelve
20 hundred foot locks on 20 to 25 and on the Illinois
21 River in Peoria and La Grange, and guidewalls on
22 Locks 14 to 18.

23 We would also like to recommend
24 additional moorings be placed at strategic
25 locations to prevent erosion along existing

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1 levees.

2 UMIMRA and GREDF recommends the
3 design and construction proceed now and that work
4 be closely coordinated with a comprehensive plan
5 currently being considered by -- under award 99 in
6 Congress, supporting improvements in all five
7 major areas; flood protection, navigation,
8 economic development, recreation and environmental
9 quality.

10 Thanks.

11 MR. WIEDMAN: Thanks, Mike.

12 MR. GUNTHER: Thank you. My name is
13 Gregory Gunther. I'm a farmer from Southern
14 Illinois and I represent tonight the Illinois Corn
15 Growers Association.

16 I would just like to make a few
17 comments here on some issues that have come up.
18 We heard in St. Louis and we heard again tonight
19 the subsidy issue; you know, why are we
20 subsidizing river transportation?

21 And we subsidize a lot of things in
22 this country. We subsidize people who can't work,
23 and we subsidize people who won't work, and we
24 also subsidize our highway system with our federal
25 government funds to make sure that we have a

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1 viable land transportation system.

2 But I did the math on this. Okay?

3 The Corps' budget, O&M budget is a hundred and
4 fifteen million dollars a year. I got on the
5 Internet this afternoon and I found out that
6 there's two hundred and seventy-two million people
7 in our country today, with that projected to rise
8 to three hundred and ninety-four million in 2050
9 when this study concludes.

10 Using the math, that amounts to a
11 subsidy for river transportation of forty-two
12 cents a person, or if you figure a four person
13 family, a dollar sixty-eight a year. I think we
14 can afford that, especially if you just take the
15 gasoline benefit. They've documented that we save
16 about ten cents a gallon on our gas because of the
17 river transportation. And I don't know about you
18 guys, but I got two teenagers and I go through a
19 lot of gas. Dad pays for it all, you know, I mean
20 they don't pay for anything. But that saves me
21 about a hundred and fifty dollars or more a year.
22 So I think I'm getting a good return on that
23 dollar sixty-eight a year investment that I make.

24 I just want to point out this is not
25 a great deal of money and it's nothing that any of

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1 us can't afford.

2 The other question was a statement
3 was made in the breakout group that we ought to
4 maybe spend that money in direct payments to the
5 farmers instead of subsidizing the river. Guys,
6 we're trying to get away from direct payments to
7 farmers all over the world. The U.S. has taken
8 the lead on that. Australia's already got there;
9 they don't pay their farmers anything. You make
10 it or don't on your own. We would like to get
11 there.

12 The reason we can't get there as
13 quick as we can is because other -- the European
14 union, and China, and some other countries won't
15 allow us to get there and stay in business. Okay?

16 Siltation. That always comes up.
17 Siltation is always an issue. And there's a lot
18 of the siltation problems that come off the land;
19 it washes off fields, it washes off city streets,
20 and washes dirt and soil. And I've been told
21 there's a difference between dirt and soil, but
22 anyway, that is a problem.

23 But agriculture is dealing with that
24 problem today on our own without any forcing by
25 anybody. We're investing our checkoff revenues

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1 from the soybean checkoff, the corn checkoff and
2 other checkoffs into experimenting, into
3 education, into research on best management
4 practices. And those practices are being adopted
5 as fast as farmers can afford to adopt them on
6 their own particular operations.

7 And I can say that Illinois leads the
8 nation in conservation practices on our farmland.
9 And we have made a tremendous difference in the
10 amount of soil that comes off Illinois farmland
11 and into the river system.

12 So we're working on that, it's
13 getting better all the time, it won't change
14 overnight, and it still leaves the stuff that's in
15 the rivers to deal with, which is a whole
16 different animal.

17 We support as farmers the EMP
18 program. I was out in Washington, D.C. this last
19 March. I was lobbying for that, even though I see
20 it as a -- as something that contests for
21 shrinking federal dollars. I still support the
22 Environmental Management Plan and the improvements
23 that it allows us to make.

24 MR. WIEDMAN: One minute.

25 MR. GUNTHER: Thank you. I'm not

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1 going to quit tonight in a minute, but I am almost
2 done.

3 The other thing is that I've been in
4 South America. I was in Argentina in their major
5 corn growing region down there around Sante Fe and
6 Rosario and I've seen firsthand the improvements
7 that those folks are making on their river, rail
8 and road infrastructure.

9 And a team that went down there a
10 little before me kind of laughed at the way they
11 moved grain down there, but when I came home,
12 folks, I wasn't laughing. The things that worked
13 in the 80's and in the 70's -- well, 70's was
14 fence row to fence row. 80' was "My God what are
15 we going to do with this stuff?" And we started
16 cutting back.

17 Well, all those -- all that 19 --
18 that decade of reduced acreage, and set aside, and
19 target prices and everything did to us was foster
20 competition across the world.

21 Today we are in a world economy, and
22 every time we reduced our wheat acres in the 80's
23 the Canadians plowed up more tundra, or whatever,
24 and planted more. Every time we cut back on
25 soybean and corn acres there's more production

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1 that goes into place in South America.

2 Those programs that worked in that --
3 to a certain extent in that day -- in that decade
4 will not work together today. We have got to send
5 a clear signal to our foreign competitors, and
6 it's basically China, Australia, South America,
7 Brazil and Argentina mainly, and the European
8 union, Canada, that we are going to be the premier
9 supplier of food and fiber to the world.

10 MR. WIEDMAN: I have to ask you to
11 wrap it up.

12 MR. GUNTHER: Okay. If we fail to do
13 that we will be left irretrievably behind.

14 And one more just real quick. If
15 you're interested, if you've never been on a
16 barge, never gone through a lock, the Illinois
17 Farm Growers, the Illinois Soybean Association and
18 others are hosting a bunch of tours from
19 Beardstown all the way to Lemont and Joliet. The
20 phone number if you want a reservation is area
21 code (309) 557-3257. It's twenty-five bucks a
22 person. Includes lunch. It's a tremendously
23 educating experience.

24 Thank you, sir.

25 MR. WIEDMAN: Okay. Thanks, Gregory.

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1 You'll leave that tour announcement on -- with one
2 of the gals in the back? Yeah. I'm interested.
3 Got some days.

4 Go ahead, sir.

5 MR. HAERR: Norman Haerr from the
6 Fabius River Drainage District. I'll allocate my
7 comments to the previous speaker and he can have
8 my two minutes.

9 But all I want to say is we endorse
10 and strongly agree with what the Upper
11 Mississippi-Illinois-Missouri River Association
12 representative Mike Klingner had said. We feel
13 what he said is right on.

14 MR. WIEDMAN: Okay. Thanks.

15 MS. MUGNCH: I'm Lynn Mugnch
16 representing MARC 2000. I do have a prepared
17 statement, but I'm not going to read it because I
18 can see people are getting very tired.

19 But MARC 2000 and its members
20 endorses alternate H, which is five locks -- 5
21 twelve hundred locks on the upper Mississippi, 20
22 through 25; 2 twelve hundred locks on the
23 Illinois, which is La Grange and Peoria; five
24 guidewalls on the Mississippi, 14 through 18.

25 And as Mr. Klingner had said earlier,

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1 moors and -- I'll be able to speak later
2 tonight -- bodies where we can help with the
3 environment, and with the levees, and anything
4 else that is of concern to the recreational and
5 the environmental concerns of the river.

6 I would like to address some
7 environmental concerns. We believe that river
8 transportation is the most environmentally sound.
9 And some of the costs that I hope are being taken
10 into consideration is if we do lose fish and river
11 transportation, how are these commodities going to
12 get around? They're going to get around either
13 not at all, which is going to be an economic
14 detriment to the American farmer and to all of us,
15 or they're going to go by truck or rail, which is
16 going to increase our air pollution, increase our
17 noise pollution, increase our fatalities. And if
18 we want to look at how much a human life costs, I
19 think we need to consider that kind of modal shift
20 in our society.

21 I also want to talk about the
22 American farmer. As we all know, we've never been
23 a low cost producer because we're a high
24 technology nation, and that's why our yields are
25 so high. And the only way the American farmer is

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1 going to continue to compete on the world market
2 is with an efficient and cost effective
3 transportation system. And unless we get active
4 and busy on creating or modernizing this lock and
5 dam system immediately, we're going to lose those
6 markets.

7 At this point we're effectively shut
8 out of the soybean market for six months a year
9 because we can't get it out of here fast enough.
10 And that is not going to stop any time soon.

11 Thank you.

12 MR. WIEDMAN: Okay. Anyone else
13 would like to formally make a comment, summarize
14 their statement?

15 Well, I in closing then encourage you
16 if you've gotten a newsletter, there is a sheet in
17 there you can make comments and get it back to the
18 study team.

19 I really appreciate your willingness
20 to get involved tonight. You've given us a lot of
21 information. I say us. Keith gets after me
22 because I'm supposed to be independent. But I
23 really appreciate your willingness to be involved.

24 We'll be around here for a little
25 while if you have any additional questions or want

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1 to buttonhole one of the team members and give
2 them some additional information, please feel free
3 to.

4 We are going to be in Peoria tomorrow
5 night, same time, 6:00 to 10:00, if you choose to
6 come over there if you think of something in
7 between.

8 If not, happy cool evening. Thank
9 you.

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C E R T I F I C A T E

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I, Randall W. Wells, Certified

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Shorthand Reporter, Certified Court Reporter, do

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hereby certify that the proceedings had in the

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reported in shorthand by me, afterwards

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transcribed, and the foregoing is a true and

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complete transcript of said shorthand notes.

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14 Date: 8-6-99

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